

Intimations.

DAKIN BROS. OF OHIO.
LIMITED.
CHEMISTS.

THE REMEDY

INFLUENZA, COLD IN THE HEAD, CATARRH, &c.
From the Recipe of Sir R. Martin.

In Bottles, 50 cents and \$1.
DAKIN'S BALM OF ANISEED AND LIQUORICE.

For the relief of all Catarrhal Complaints, such as Coughs, Colds, Hoarseness, and Soreness of the Throat, &c.

In Bottles, 50 cents and \$1.
DAKIN'S PECTORAL BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.
In bottles, 50 cents and \$1.

DAKIN'S CONCENTRATED ESSENCE OF CAMPHOR.
For early stages of Coughs, Cold, Influenza, &c.
Per bottle, 50 Cents.

Also,
Kays' Ess. of Linseed, Powell's Balsam of Aniseed, Keating's Cough Lozenges, &c., &c.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

WINE AND SPIRITS.

BY APPOINTMENT.
A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old landed Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Dozen	Per Bottle
A. Alto Douro, good quality, Green Capsule.....	10	1.00
B. Vintage, Superior quality, Red Capsules.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

SHERIES.

	Per Case	Per Bottle
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old Pale Dry, choice old Wine, White Seal Capsule.....	14	1.52
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.52

CLARETS.

	Per Case	Per Bottle
A. Superior Breakfast Claret.....	4	\$4.50
B. St. Estephe, Red Capsule.....	4.50	5.00
C. St. Julien.....	7	7.50
D. La Rose.....	11	12.00

BRANDY.

	Per Case	Per Bottle
A. Hennessy's Old Pale, Red Capsule.....	12	\$1.10
B. Superior Very Old Cognac, Red Capsule.....	14	1.25
C. Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.....	24	2.00

SCOTCH WHISKY.

	Per Case	Per Bottle
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C. Watson's Aboulen-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H. & D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

	Per Case	Per Bottle
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D. GENUINE BOURBON WHISKY, fine old, Red Capsule with Name.....	10	1.00

GIN.

	Per Case	Per Bottle
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

RUM.

	Per Case	Per Bottle
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecward Island.....	\$1.50	per Gallon.

LIQUEURS.

	Per Case	Per Bottle
Benedictine	Maraschino	
Curacao	Herrings' Cherry Cordial	
Charreusse	Dr. Siegent's Angostura Bitters, &c.	

LOCAL AND GENERAL.

WE have received from Mr. J. M. Bass, of Los Angeles, No. 25, Pottinger Street, two boxes of a new brand of Manila cigars, specially made for that establishment. These cigars are called "La Insular," and we are certain will become popular in this colony with those who enjoy a nicely flavoured "weed."

SERGEANT Harkin got an example made, at the Police Court this morning, of one of the fellows who sell liver-destroyer to sailors in the harbor. A Chinaman was caught in the forecastle of the ship *P. M. Blackford* yesterday, retailing "fine champagne cognac," with three stars and a gorgeous label, for 30 cents a bottle. As one such bottle was about enough to cause bloodshed among any predisposed crew, Mr. Robinson fined the man \$10.

TO-MORROW morning between 9 and 10.30 o'clock the steamer-launch carrying the *Bethel* egg, will fall alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

WE learn that the Italian steamer *Robilant*, which sailed from New York for Hongkong and Japan on December 30th, with a cargo of 182,000 cases of kerosene oil, is reported a total loss somewhere near the Cape of Good Hope. No reliable details have come to hand, but it is said the steamer took fire.

BEING drunk is no great offence in Hongkong, so long as the drunkard has got plenty of money. But for a man to get over the mark without any extenuating circumstances in his pocket is another thing, as a policeman named George Watson, on his return to his staff, found to his cost this morning when he got fourteen days for being found lying on his back in Tenk Lane last night, intoxicated and impecunious.

MR. Robinson had Gunner Jones, R.A., among his victims at the Police Court this morning. Jones playfully snatched a lot of fruit from a hawk's stall last night, and then chased the owner with a belt. He was told to buy his own cherries, and bound over to be good for the next month. Stokers Bowles and Swan, of the *Orontes*, were also charged for being drunk and being placed on the rolls of the Supreme Court. Bowles got off, but Swan had to pay \$1.50 for a coat he tore, \$1 to outraged Justice, and deposit \$2 as a guarantee of his future angelic conduct.

THE local corps of the Devil's Own received another recruit into its ranks this morning. Mr. Fielding Clarke, the Acting Chief Justice, sat for a few moments in the Supreme Court whilst Mr. A. J. Leach, the Acting Attorney-General, moved the honorable Court to admit Mr. Herbert Johnson, G.D., a young gentleman recently placed on the rolls of the Supreme Court of England, and now of the firm of Johnson, Stokes and Master, to practice here as a solicitor. His lordship, with a pitying smile, granted the motion, and wished Mr. Gedge every success in his career as a practitioner.

WE can't believe this yarn, though it is actually told in the *Yankee* papers. On the Western railroads large rotary snow-ploughs clear away the snow drifts. The ploughs, like immense augurs, revolve in this mass, throwing an avalanche of snow into the air at every turn. At a blockade on the Fort Worth line, the passengers were astonished by a shower of beef. On all sides fell sirloin, tender loin, rump, and steaks. A herd of Texas cattle had been frozen in the cut a week before, and the plough was now dissecting them. Fires were lighted in the snow, and the passengers enjoyed an impromptu feast.

A RANGOON contemporary narrates the details of a dog-and-snake fight there, recently. It was a terrible dog, owned by a noted gentleman residing in Dunderdun, and while running about the compound it was darted at by a large cobra snake, which, however, mistook its aim. The dog took his chance, and went for the snake, succeeding in getting hold of it by the hood, and at once running off home with it, putting the occupants of the house into a terrible fright. The dog then commenced shaking the snake, during which operation it released its hold to get a second grip at it. But this time it unfortunately caught it below the hood, thus giving the snake a chance to give it a bite on the lower lip. This so infuriated the dog that it tightened its hold and severed the snake in two. The snake bite, however, did its work, for shortly after the brave little dog frothed from the mouth, and died in a few minutes.

A MEETING of the Legislative Council will be held on Wednesday next, when the orders of the day will be:

1. Financial Minutes.
2. Report of the Finance Committee.
3. Mr. MacEwen, pursuant to notice, will ask:

- (a) What progress is being made with the Gap Rock Light?
- (b) What will be the work connected with the New Central Market be commenced?

4. Mr. MacEwen, pursuant to notice, will move:

That in view of the increased popularity of the Race Course for purposes of Recreation, and the limited space that is available, the Government take into consideration the desirability of a further extension, by removing the Trees and turning the Piece of Ground now known as the Public Gardens and lying immediately to the north of the road from the monument to the Gardeners' Cottage.

5. First reading of a Bill entitled *The Magistrates Ordinance, 1890.*

6. Second reading of the Bill entitled *An Ordinance for the Incorporation of the Procureur General, in Hongkong, of the Society of the Missions Etrangères.*

THE *Rangoon Times* reports a curious instance of mental prescience. On the 16th ulto, a corporal named Dance was sent down to Pyinmna to put the Volunteers at that station through their class firing, and as they have no range of their own, arrangements were made for the firing on that belonging to the Police, the Superintendent being requested to furnish flags and markers. On the morning of the 16th, Lt. Carstairs, an officer in the Railway Volunteers, walked down to the range, and found that there were neither flags nor markers, the men having, it is surmised gone away on finding no-one there. He accordingly left the range, and on his way back met Dance coming down with five or six men. He informed the corporal that it would be no use to go farther, as there were no markers or flags. Dance remarked that that would not matter, as he would do the marking himself. The deceased instantly went down to the range, and the butler explaining that when he wanted them to stop firing he would put out his hand. The volunteers had finished firing at 150 and 250 yards, without any mishap, and had already commenced firing at the last range, 300 yards, it not extending farther than this. The target being only a canvas one the deceased had to run out after each hit, to cover the hole made in the target with a piece of paper so as to prevent the chance of a hit not being seen, should a bullet strike twice in the same place. After patching up the target, it appears that he went behind it without any one at the firing post noticing him; supposing that he had returned to the marker's hut. "There being no marker to sound the fire," Lt. Carstairs, who was firing at the time, put up his rifle, but a strange presentation made him lower it again; again he put it up, but yielding a second time to the same peculiar feeling, once more came down to the ready position. On being urged that they must get on with the practice he raised his rifle and fired. After waiting some time for the shot to be signalled, they noticed a cloud of dust rising from behind the target, and a leg was suddenly thrust out from underneath. Lt. Carstairs threw down his rifle and ran at full speed, followed by the rest, to the butler, where he found the Corporal lying on his back. Asking him "Are you all right?" he stooped to raise him, when to his horror he found the unfortunate man was dead, the bullet having struck him just above the right temple and then taken a downward direction, coming out at the throat below the left jaw.

OUR evening contemporary, in referring to a paragraph quoted by the *Standard Times* from this journal to the effect that influenza had been prevalent in this colony, says:—"This is certainly news to us in Hongkong, and we cannot believe it is true." Well, it may be news to the *China Mail* mudheads, but it is true nevertheless that influenza has been very general in Hongkong, more than a score of cases, none of them of a serious character happily, having been treated by one well-known medico.

SURGEON Ferdinand Simon Le Queene, of the Medical Staff Department, had the Victoria Cross presented to him at Rangoon last month for conspicuous bravery and devotion to duty during the attack on the village of Tartan, by a column of the Chin field force, on the 4th May last. He remained for the space of about ten minutes, in a very exposed place within five yards of the loop-holed stockade from which the enemy were firing, dressing with his coolness and self-possession the wounds from which Second Lieutenant Michel, Norfolk Regiment, shortly afterwards died. Surgeon Le Queene was himself severely wounded later on whilst attending to the wounds of another officer.

THE Canton Paper Mill, under European supervision, made a highly successful start on the 5th inst. A sample of their first turn-out of Chinese paper has been sent to this office, and although its colour is somewhat dark, we consider it a very creditable production, considering that the European foreman had only native assistance, and that of an unskilled description. The manager is quite confident that when once he gets the Chinese thoroughly versed in working the machinery, which will take about a month, a very much better class of paper will readily be turned out. The machinery, which was manufactured by the well-known firm of Messrs. J. B. Bertram & Son, of Edinburgh, has given every satisfaction, working without a single hitch. This industry has, in our opinion, a profitable future before it.

REFERRING to Prince "Collar and Cuffs" Allen's *Indian Mailman*:—"Hewins popularity, as of course a Prince ought to do, wherever he goes. But he has not been in the imminent danger of death from a ferocious elephant which Reuter's or some other telegraphic agency led the public of England to understand. The animal was a female elephant, and although for the moment she showed something of the temper of the female sex when they cannot have their own way, we are glad to learn that she really had no serious evil intention against the Prince, although, according to one report we publish, H. R. H. 'took flight and ran.' His Royal Highness, if he did so, displayed a discretion in no way incommensurate with valour. Flight is the best tactical way of meeting any charge of an angry female of whatever animal classification."

THE LYNCHURST TERRACE FIRE.

The adjourned enquiry into the fire which occurred in Gomes' "Fashion Emporium," Lynchurst Terrace, on the 25th ulto, was resumed by Mr. Wodehouse to-day.

Mr. Wotton appeared on behalf of the Hongkong Fire Insurance Company, and Mr. Wilkinson watched the case on behalf of J. C. Gomes, the proprietor of the shop.

Gomes stated:—"Sir, my brother, I have not been keeping the books regularly; I tried to follow them up, but could not. The money lent was lent to my brother, on account of the shop. No security was given to the lenders. I do not know that they have been repaid. Some Sikhs lent \$400, at 24 per cent. per month. There are some goods now coming out—I don't know how I shall pay for them. I asked Mr. McBean to borrow \$2,000 for me by March, to pay for them. I don't know how much they will come to."

R. C. Hurley, accountant, said that he had examined the books. The accounts were very irregular. The ledger did not show how the business stood, but the sundry debtors' ledger showed \$7,700 as due. The day-book was not written up beyond December. The last witness gave him a list of payments, from memory, amounting to \$1,112, to deduct from the "sundry debtors' account." He found two pass-books, and from inquiries he made he had reason to believe that the entries in one were forgeries.

Joachim Gomes, proprietor of the shop, and father of the first witness, stated that he had borrowed money from several Sikh constables, some months ago. He did not hear of the fire until the morning after, when his son came and told him. His son had been down to see him at the "Glen Hotel" the previous night, to tell him what he had done during the day. He had several times stated that the business was increasing, and more stock was wanted. Witness told him last month to borrow \$2,000 for that purpose. Witness left it all to his son—he knew nothing about the business, although it belonged to him, and he got the profits. He did not know what the profits last year were—they were all re-invested. His son did not tell him what the profits were. He gave his son about \$30 a month, pocket-money, and paid the clerk \$60. He asked Mr. McBean to get him \$1,000, saying that it was to pay for goods that were coming, and to meet debt. The store had been opened about four years, and witness had put all his profits into it. He did not know what the interest was on the money lent by the Indians; he thought it was 24 per cent. per month. He did not repay the Sikhs out of the profits first, because they did not trouble about repayment. His son who had gone to Japan got the money. The store was insured with the Hongkong Fire Insurance Company for \$10,000. He instructed Mr. Wilkinson to claim the money two days after the fire. He paid off about \$500, owing to the Bank, a day or two after the fire.

The inquiry was still proceeding when our reporter left.

TRAINING NOTES.

Another mild morning and a big crowd of "sports" on guard at the race-course before daylight had fairly set in. A heavy fog hung over the Valley the entire morning, and proved a serious drawback to accurately reporting the trial gallops, the ponies frequently being invisible on the far side of the course. I am much afraid that the artificial lake in the centre of the enclosure must be regarded by the racing brotherhood as anything but an unimproved blessing, and if its existence is not absolutely required for drainage purposes the quicker it is filled up the better. Two Chinese laborers have already been drowned there, and it is a standing danger to children who may venture near.

The swell subscription griffin *Salute* was seen on the training track, but was confined to trotting work. So far as I could make out the sturdy grey showed no signs of lameness, but he is certainly under suspicion. Rosy Mon and Lochinvar galloped a mile in company in 2.17, the chestnut winning rather cleverly by a couple of lengths. Daphne, Wild Sage (Mr.

Meyran), and Norman "powder" the Derby distance in 3.27, all finishing in a heap, but I thought the old pony held the issue safe at the finish. Merry Christmas cantered by himself, and Hotspur went a mile at an easy pace, times 36, 1.10, 1.45, and 2.27, moving freely and well. Mr. Tarn in a Derby pony Timaru was steered by Mr. Sampson over the Derby course, his last mile occupying 2.19. In a mile spin Wolflaw beat St. Cyrus about three lengths in 34, 69, 1.44 and 2.20. For the same distance Tip-top and Express made 30, 64, 1.42 and 2.18.

Grantham, going alone, covered a mile in 35, 68, 1.44 and 2.17, and then Wild Mint somewhat easily beat Yarnum for a mile and a quarter in 2.56. Susewind and Ali Baba galloped a mile separately, the former moving very stiffly. I did not obtain their records, which could not, however, have been very fast. Mr. Maclean rode Encore (a mile in 31), 65, 1.41 and 2.16. Mr. Vichado on Enticer immediately afterwards negotiating a similar stride in exactly the same time. Hence Guard strode along by himself at about three parts speed, quickening up in the last furlong, and his easy action was generally admired. Oamaru, Tasma, and one of Mr. Jay's—Laufer, if I mistake not—were spun out for a mile and a quarter, the little while making the whole of the running and winning somewhat easily in the very fast time of 2.51. Bombardier, going very stiffly at first, but warming up to his work after the first half mile, covered a mile in 2.13, finishing very strongly. Aristocrat (Capt. Glubb) went by himself, but I only managed to time his last half mile, which was encompassed in 64 seconds—a very good performance indeed under the circumstances. In a mile and a quarter gallop Lygodan proved a trifle better than Balmoral (Mr. Sampson), the finish being a very close one, and the times—34, 1.10, 1.45, 2.10 and 2.55.

Volcano (Mr. H. Buck) was easily vanquished by Vigor over the Derby distance, the grey coming away by himself without an effort—times, 33, 68, 1.44, 2.18, 2.54 and 3.28. Leap Year, by himself, covered two miles in 4.46, and 1 timed Golden Hope 2.18 for the last mile of a strong gallop. Orlando, going in greatly improved form, strode along for a mile and a half in 3.13—a capital performance. Deveron's mile, going alone, occupied 2.42, and a quarter of a mile the best. Crowell nearly three lengths in a trial over the Valley Stake distance—winner's times, 32, 64 and 1.39. Gridiron (Mr. Maclean) carried far too many guns for Sonnenblat (Mr. Sisson) in a mile and a half "pow," the old grey winning hands down in 3.28—last three quarters 53, 1.12 and 1.49. First Venture, Enthusiast and Enterprise (Mr. Machado) were spun out a mile and a quarter at high pressure, the last-named galloping the other pair to a complete standstill nearly half a mile from home. I timed the winner's last mile 3.31, 69, 1.47 and 2.23. Dye-see, Dye-understand, and a grey pony I did not particularly observe went a mile in 2.20, and Claudio rather easily beat Cheppie and Dogberry for three quarters, last half mile 34 and 59.

The dark Derby griffin Materialist was sent a mile and a quarter alone. I missed the first quarter, but the last mile was covered in 2.6, and the long-striding boy finished full of running. Arabic pulled double over Pao Shing at the end of a mile and a half (time 3.28), but I was glad to see last year's Derby winner showing signs of considerable improvement on his recent form. Mullingar galloped, but I did not obtain a record of his performance. Chaser (Mr. Maclean) for a mile made 30, 63, 1.36 and 2.10, moving in grand style. Myth (Schumann) was far too good at the weights for Sengal (Mr. D. E. Sassoon) in a mile and a half gallop, the Tienstin black coming clear away at the end—times 34, 64, 1.37, 2.14, 2.49 and 3.25. Fidget and Lohier were together last mile 35, 1.10, 1.48 and 2.23. Volary and a grey stable companion were sent the Derby distance, the brown having considerably the best of the finish. I timed the last half mile 3.10 and 1.10. Leander, Mr. Sampson up, covered a mile in 33, 69, 1.44 and 2.16, thus practically dissipating the current rumour that there was a new loose with Mr. Darius' handsome griffin. Duncragan, accompanied by Total Loss, was sent a steady mile and a half gallop, moving with great resolution throughout—times 40, 1.16, 1.53, 2.28, 3.00 and 3.36.

Blazer galloped a mile and a quarter in good style, and the time (2.47) was the best this taking mover has yet recorded in this colony. Saltetre made common backs of Cream of the Valley and Squib in a mile "pow" winning by many lengths in 31, 65, 1.41 and 2.18, and the grey, who is likely to win a race or two if in good form on race days. Enchanter (Mr. Maclean) and Entertainer (Schumann) galloped together and I timed their last mile 3.28, 66, 1.44 and 2.26, the latter moving much the better of the pair at the finish. Rayon d'Or proved too speedy for Pedro Blanco over the six furlongs, winning, hard held, in 31, 64, and 1.40. Child Harold, one of the shapeliest griffins and best movers on the course, had no trouble in running clear away from Escort (Mr. Sassoon) at the end of a mile and a quarter spin—winner's times, 31, 65, 1.41, 2.17 and 2.47—finishing strong and in capital style. Vivid beat Verinal and Volant over the Derby course in 37, 1.16, 1.52, 2.27, 3.02, and 3.31, and the dun is an improving sort, but still a bit backward. Valentine for the last three quarters of a mile spin made 36, 1.14 and 1.51, whilst Volunteer covered the full mile in 34, 68, 1.43, and 2.21. Senator was steered by Mr. Sampson in a strong gallop, but I was unable to get the time. Busybody was sweated, but still shows plain evidence of lameness, and as it looks to me like a case of collapse in the back tendon of one of his fore-legs I am afraid the grandly-built brown's racing career is at an end.

Blue Ruin and Foreunner have arrived from Amoy. The latter is reported to be suffering from the effects of a bad attack of triangles, which may spoil whatever prospects he ever possessed of earning a winning basket in Hongkong. The grand old grey, I understand, as right as a trivet, and this game pony, if all right, may be relied on to hold his own in the very best of company.

It cannot be denied that there is a good deal of lameness in most of the stables, more than the usual average of Subscription Griffins being under suspicion. Capt. Horace Hays, than whom there is no more reliable authority living, advises a very simple remedy for puffy legs, and having successfully tried it in my own stable I can confidently recommend it. The gallant Captain writes:—"With horses whose legs are weak from discharges, there is nothing like cotton-wool bandaging to keep them going sound. Here we must remember that the presence of the sudation which causes the lameness has constant deteriorated effect on the tendons and ligaments invaded by it. As I am now engaged on the practical side of the question, I shall not attempt to explain this point of pathology, but shall reserve it for the new edition of my 'Veterinary Notes,' which I hope to publish shortly; so shall content myself with describing the method to be adopted, say: with a back tendon that fills after work. On returning from the course, and after having the horse or pony groomed, take about 3 lb. ordinary cotton wool (which should be clean and free from seeds) and a cotton bandage about 3 inches broad and 18 feet long. First of all wrap loosely round the leg a piece of soft cotton cloth; for the contact of cotton wool sometimes causes irritation to the skin. Place a little cotton wool at each side of the leg at the place where we wish to commence, and loosely bandage over it, adding at each turn more cotton wool, some of which should also be placed at the front of the cannon bone and at the back of the tendons, until we get a layer about 4 inches thick round the leg. As we proceed, we may gradually tighten the bandage, until at last we may wrap it round as closely as we can. Finally, we may secure the bandage by sewing, or by tapes. This bandage should be on until we want to take the animal out for his evening ride. On removing it, we shall not fail to notice the improvement in the appearance of the part. Before the horse quits his stall, the leg should be well hand-rubbed. On his return this bandage may be removed, and the old wool, carefully teased out, being employed any again be put on and retained until the following morning, when the leg should be hand-rubbed before the animal goes out. This procedure is a most valuable aid in keeping infirm horses on their legs."

I have been too busy during the week to deal with the entries for the Hongkong Race Meeting of 1890, but hope to be able to spare an hour to-morrow to work up some "Sporting Gossip" for Monday's issue of the *Telegraph*.

"The Tatters" brethren assemble in solemn convocation this evening at the Hongkong Hotel, when some light is to be thrown on such races as the Derby, German Cup and Champions.

AN OLD SPORTSMAN.
Hongkong, 8th February, 1890.

THE SONKEI KOYAH PLANTING COMPANY, LIMITED.

To the Shareholders of The Sonkei Koyah Planting Company, Limited.
Gentlemen,—The General Managers have now to submit to your Report with a Statement of Accounts for the period ending 30th November, 1889.

They regret exceedingly they have not as favorable news to lay before you as they would desire, as far as regards the quantity of the 1889 crop, though the Season's working has at least proved the ability of the Estate to raise Tobacco of excellent quality, as evidenced by the Telegraphic Reports from London and Amsterdam on samples sent home in November last. The valuation wired from London being 2/6 to 3 shillings per lb.

It has been now shown on first opening an Estate in Borneo, there are great difficulties to be encountered, foremost amongst them being the matter of the Coolie supply; it was found that the coolies engaged, being inexperienced, such as cutting jungle, making roads, drains, &c., and keeping in localities the result being that many were entirely incapacitated, while others proved useless for some time. The immediate effect of this curtailment of labour was obviously to cause the Manager to materially reduce the area under cultivation, as, to have attempted more, might simply have involved the loss of the whole, and his decision under the circumstances was undoubtedly the right one. His report appended hereto will best explain the situation. It was generally thought that the seasons in Borneo were later than Sumatra, which has since proved a fallacy, consequently instead of the planting being finished in June it ran on till September, and before the trees were ready for cutting, and with the flooding of some of the fields, the Company unfortunately lost 66 of those planted. As however planting in future will be commenced much earlier in the year, this should not occur again.

All the trees are now cut, and the crop is in process of drying and fermenting. From the Manager's late advice a yield of about 130 piculs is expected, which should be shipped about April.

CONSULTING COMMITTEE.
In accordance with the Articles of Association, the Shareholders have to elect a Consulting Committee for the present year, and the Consulting Committee being eligible are willing to serve if re-elected.

AUDITORS.
Messrs. G. Stewart and J. Moffat retire, but offer themselves for re-election by the Shareholders.

B. LAYTON,
Chairman.

Hongkong, 5th February, 1890.

Singapore, 15th January, 1890.
Messrs. Gibb Livingston & Co., Hongkong.
Dear Sir,—During last year on the Sonkei Koyah Estate we planted off two thirds of 104 fields making good roads and drains for the same, four bongalls, coolie lines, hospital, and two assistant's houses. Owing to the amount of sickness and the inferiority of the coolies, the fields could not be planted off to the back; but as the climate is just the same as Deli, and not three months later, as people in Borneo generally said, in consequence of which our crop is very much lighter than it should be, for our land is good and will yield at least 8 piculs a field in an ordinary season planted off in time. Owing to the exceedingly high floods, which I am told by the natives only take place once in 8 or 10 years, we lost 64 fields.

Our tobacco is a very fine quality, quite equal to that of Deli, and samples from Koyah that were sent home have been valued at from 2/6 to 3/0 per lb. which with an ordinary crop would give us a handsome profit.

This tobacco should be ready for shipment in April.

This year we have good prospects, for I am sure we shall get 8 piculs a field, because the land is quite up to that in my opinion, and all the coolies were to go into their fields on the 3rd of this month. We have 106 new Chinese of splendid physique, all old hands and of good caste; and my head and hands have just taken about 40 lousies from Deli. With 8 piculs a field, and anything like the price our samples have been valued at we shall have a nice profit from this year's working.

Our only danger is flooding, but that can be guarded against by a little banking, and earlier planting, excepting in the case of a flood like that of last year, which is said only to come once in 8 or 10 years, and never likely to take place when we have tobacco in the field, which will always be three months earlier than last year.

A CURIOUS BET.

The local rivalry existing between the great cities of St. Louis and Chicago relative to the proposed World's Fair, and the would-be rivalry, all on one side, between these two cities and New York on the same subject, suggests a bet made years ago by a New Yorker.

Some fifteen years ago a gentleman of this city who had travelled extensively throughout the country and had lived for awhile in several of our largest cities, becoming thoroughly acquainted with the local feeling in each city, was conversing at the Metropolitan Hotel, in the bar-room, with some friends, and the conversation drifted to the discussion of the then pronounced rivalry between New York and Philadelphia—and the rivalry was almost as bitter as that now existing between Chicago and St. Louis. Somebody in the crowd suggested that this talk about this rivalry was all bosh—that it didn't exist. Whereupon the traveller New Yorker took up the cudgels, and strongly insisted that it did. He even offered to prove its existence and its strength by a novel bet, the winning of which depended wholly and altogether on the strength of this rivalry.

The traveller New Yorker, whose name was Charles G. Wakeman, and who is still living, offered to bet 500 dollars that he could have New York for Philadelphia and either make all his expenses in the tour, or, equivalent to them, (thereby simply by pointing to the local prejudice against and envy of New York existing in the Quaker City, and he could then go to Chicago and do the very same thing there by pointing and gratifying the spleen of the city against St. Louis, and then go to St. Louis and play the same game there by abusing Chicago.

This novel bet was taken, the 500 dollars was deposited on each side, and Wakeman started off the next day to Philadelphia.

He put up at the Continental Hotel, on Chestnut Street, patronised the Girard House just opposite, and at both places expressed his delight, his surprise, at the growth of Philadelphia.

There is no such a hotel as the Continental in the whole city of New York, he would say. "You have better liquor at your Girard House bar here than the New Yorker can drink for love or money in New York." He expressed the utmost admiration of Chestnut Street, of the park, of the street-car system of Philadelphia. He dilated with rapture on the markets of Philadelphia, was enraptured with its cleanliness, enthused over its being the only city in America where the average working-man could and did run his own house—the City of Homes." He contrasted this state of things with the tenements of the East side, and the "flats" of the West side. He exalted the new Court Houses, on Board Street as the finest public building outside of Washington in this country—compared it to the new Court House in New York, to the disadvantage of the latter; felt proud as an American citizen of the fact that Philadelphia did what New York did not—send ocean steamers to Europe under the American flag—and candidly conceded the superiority of Philadelphia as a manufacturing centre.

He did all this skillfully, of course—step by step, as circumstances offered, so that his real design was not suspected. This ingenious game—this human nature dodge—worked even better than he expected. On the strength of his Philadelphia proclivities and his professed preferences for that city over New York, he formed the acquaintance of a wealthy Philadelphia manufacturer, became his guest for two weeks, enjoyed himself hugely free of cost, and finally, still solely on the strength of his Philadelphia, anti-New York racket, was entrusted with a lucrative business commission, which ultimately netted him a profit ranging into the thousands of dollars.

Leaving Philadelphia, Wakeman then hid him to Chicago, pretending to have come there direct from St. Louis, and pretending also to be almost dazed by the evident superiority of everything and everybody in Chicago over everything and everybody in St. Louis.

This little game looked better here than even in Philadelphia. Every man, woman, and child in Chicago was glad to see him, was proud to know him. Social attentions of all kinds were fairly thrust upon him; his Chicago tally was eagerly listened to; it even got reported in the papers, while in a business way the ingenious Wakeman panned out more profitably than ever in Philadelphia. It seemed as if the Chicagoans couldn't do enough for him. The Palmer House proprietors gave him a brilliant supper. He was put on the free list of the theatres. He could have owned the town, anarchists and all. Emory A. Storrs pronounced him publicly "the most brilliant man in America," just what they pronounced him in St. Louis after he arrived there and began to abuse Chicago. In short, Mr. Wakeman won his bet over and over again, won so much more than he had staked that he insisted, on his return to New York on returning the 500 dollars, wager he had won to the man he had bet with, and likewise insisted on giving him and his friends a supper at the Metropolitan Hotel.

Wakeman's sole object had been to demonstrate the existence of a rivalry between Philadelphia and New York (on the Philadelphia side), and of a rivalry between Chicago and St. Louis on both sides, and it must be conceded that he abundantly proved his proposition. And there are many who really believe and have really reason to believe to-day that if another Wakeman was to go to St. Louis or Chicago and avail himself of the existing World's Fair rivalry between each other, and between both and New York, he would have even better luck than Wakeman.

SCIENTIFIC AND USEFUL.

The electric light of 20,000,000 candle-power in the lighthouse at Helsingborg, coast of Finland, is said to be the most powerful light for service. Experiments during three months taken to determine the velocity of the wind at the top of the Eiffel Tower showed a mean velocity three times greater at the summit than at the base.

In Germany they are making coffee from linseed meal roasted to a dark color and mixed with some glutinous substance before passing through machines which form it in the shape of beans.

Electricity has been put to driving drills. One is in use on the war-ship *Maine*, building at the Brooklyn Navy Yard. A three-quarter-inch hole in a three-quarter-inch plate can be drilled in less than a minute.

It is well known that whales can remain a long time under water, but exact data as to the time have been lacking. Dr. Kuckenthal of Jena has recently observed a harpooned white whale continue under water forty-five minutes.

A postal card on which a remittance of a small sum can be made by affixing postage stamps, or which can be used for a reply, has been devised by an ingenious Philadelphian, who is circulating petitions to Congress for its adoption.

From experiments made in Richmond, Va., with electric heaters, it seems probable that a passenger coach can be kept warm at an expense of two cents an hour, the current being supplied by a dynamo on the locomotive engine.

A new process for burning coal without smoke has recently been discovered. It consists in

sprinkling water containing a special preparation of resin over the coal, and the result is that there is no smoke, and the glow is as intense as coke. A recent clever invention is the taximeter, a little lantern-like apparatus, which, ingeniously placed at the back of a cab, measures the exact distance traversed by it. It is now being tried at Berlin, under police inspection, and is said to answer exceedingly well.

The typical earthquake is preceded by a faint tremor which alarms birds and animals a few seconds before the violent concussions set in, and which are followed by some longer waves dying away. The real beginning is very indistinct, a fact which still requires explanation.

Month by month the number of telegrams which can be sent through a single wire increases, and the distance through which a telegraphic message can be heard is lengthened out. A new device, an apparatus, quite simple in form, takes a telegram as it flows from one's pen and transcribes it from the wire in facsimile. Even the words impressed upon the wax of a photograph are now capable of being forwarded to distances exceeding a hundred miles.

Scientists in Austria and Germany are puzzling over a problem presented by the telephone line between Vienna and Leipzig. The distance between the terminals is 350 miles. The speaker at Vienna can be heard with remarkable clearness and accuracy at Leipzig. A speaker at Prague and Dresden is heard with great difficulty at Vienna. What the scientists want to know is, why sounds travelling from east to west should be clear and distinct, while those travelling the other way are more or less blurred.

A Nuremberg firm is bringing out a new kind of sole for boots and shoes, for which it claims great solidity and convenience. The sole consists of a sort of trellis-work of spiral metal wire, the interstices being filled with gutta percha and ammoniac resin, which give them both strength and suppleness. They are fitted with special nails on to ordinary soles, and can be produced 50 per cent below the ordinary prices of leather ones. They have already been used in the army, and it is stated that the results of the test are very satisfactory. The soles were found in good condition after long and severe use.

Heated air prefers the top of the room, and thus leads to the consumption of a large amount of fuel in order to get a small amount of heat into the room, where it is most needed. A German invention is so designed and arranged that about 50 per cent of the heat is reflected upon the floor. Not only is the heat reflected upon the floor, but the heat in the products of combustion is utilized in warming the air in the room, which it puts in circulation. So economical is the stove that about 35 per cent of the entire heat units contained in the gas are made available, as against 10 per cent from coal grate fires. In all bedrooms, and for heating in moderately cold weather, of this character, from a sanitary point of view, would be worth their weight in gold; for in one minute after lighting the gas jets the reflected heat may be felt upon the floor.

The decisive benefits of perpetual sunshine and high, dry, and rarefied air (adjustable to tastes) are to be provided for consumptives without the drawbacks of long journeys and banishment from home, friends, and business, by means of captive balloons with aerial hospital and staff attached and adjusted at a proper elevation at all times, according to the state of the atmosphere and the condition of patients. It is needless to say, comments the *Sanitary Era*, that the idea is a Frenchman's. The sky pavilions will, of course, be of limited capacity, but they can be of unlimited number in that unpermeable domain. The rich can have private sky parlors to themselves and families, or keep up intercourse with their friends by telephone and mutual calls aloft and aloft. Ballooning is at last to be a practical business, and a new and large industry is opened before the enterprising and adventurous men of the future.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation in such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bermondsey, S.E. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—[Advt.]

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GEO. FENWICK & Co., Ltd., General Manager.

Hongkong, 8th February, 1890. [255]

DIOCESAN HOME AND ORPHANAGE.

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DUBLED IRON BEDSTEAD, IRON COTS, WARDROBES, CHEST OF DRAWERS, MARBLE TOP TOILET TABLE and WASH-STAND, COOKING RANGE, &c., &c., &c.

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J. M. ARMSTRONG, Auctioneer.

Hongkong, 3rd February, 1890. [231]

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WM. H. FORBES, For the Local Committee.

Hongkong, 8th February, 1890. [262]

FOR SALE, A 56 INCH BICYCLE, in good condition. Apply at once to STAFF INSTA. MILLS, Murray Barracks.

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(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED)

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RACE JACKETS, RACE CAPS, RACE JACKETS,

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TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony and weighing 7.17, in Exchange for STERLING BILLS drawn at 10 days sight, on the LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, LONDON, will be received by the CHIEF PAYMASTER, ARMY PAY DEPARTMENT, until 11 A.M., on TUESDAY, the 11th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100. The Tenders to be in duplicate, and in sealed covers addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills." The right to accept or reject any or all of the Tenders is reserved.

C. H. CHAUNCEY, Colonel, Chief Paymaster, China.

PER MAJESTY'S TREASURY OFFICE, Queen's Road, Hongkong, 8th February, 1890. [261]

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HONGKONG TRADING COMPANY, LIMITED.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "STRATHEARN," FROM NEW YORK.

CONSIGNEES of Cargo by the above Steamer are requested to send their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the Steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 6th February, 1890. [250]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAIWANFOO.
THE Company's Steamship

"HAILONG."

Captain Goddard, will be despatched for the above Ports, TOMORROW, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 7th February, 1890. [251]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW AND BANGKOK.
THE Company's Steamship

"CHOW FA."

Captain F. W. Phillips, will be despatched for the above Ports, on MONDAY, the 10th inst., at 8 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 5th February, 1890. [239]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO."

F. Valle, Master, will be despatched as above, on MONDAY, the 10th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 3rd February, 1890. [228]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE."

Captain G. Taylor, will be despatched for the above Ports, on MONDAY, the 10th inst., at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 7th February, 1890. [252]

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"TEHERAN."

Captain C. D. Sims, R.N.R., will leave for the above places, on TUESDAY, the 11th February, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 6th February, 1890. [220]

MOGUL STEAMSHIP COMPANY, LD.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Steamship

"TARTAR."

Captain Bailey, will be despatched on or about the 11th inst.

This steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th February, 1890. [240]

STEAM TO LONDON, DIRECT, (Calling at intermediate Ports).

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI."

Captain F. N. Tillard, will leave for the above place, on or about THURSDAY, the 13th February.

This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabins, Surgeon carried, &c.

E. L. WOODIN,
Superintendent.
Hongkong, 3rd January, 1890. [210]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA."

will leave for the above places on FRIDAY, the 14th inst., at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 3rd February, 1890. [13]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK.

THE Steamship

"MERIONETHSHIRE."

Captain Dowling, will be despatched on or about the 4th March.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th February, 1890. [1559]

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHOM KLAO."

Captain W. H. Walton, will be despatched for the above Ports, on THURSDAY, the 13th inst., at 8 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 7th February, 1890. [258]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Williams, Commander, will be despatched as above on SATURDAY, the 15th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engine and Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1890. [183]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"OANFA."

W. S. Thomson, Commander, will be despatched for the above Port, on or about the 11th inst.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 1st February, 1890. [219]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"IMPERIAL."

J. E. Crosby, Master, will land here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 14th January, 1890. [132]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of February 1890, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M.

Specie and Parcels until 1 P.M., on 15th February, (Parcels are not to be sent on Board; they must be left at the Agency's Office).

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd January 1890. [14]

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA."

3,167 Tons Register, Captain F. H. Wallace, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY, the 6th March, at NOON.

To be followed by the S.S. "BATAVIA" on the 3rd April and "ABYSSINIA" on the 24th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria, (Mex.) \$10.00

To Montreal New York, &c., 20.00

To Liverpool 35.00

To London 35.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th March.

All Parcels must be sent to our Office and should be marked to address in full; the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 7th February, 1890. [154]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"PENINSULAR," Capt. W. J. Webber, with Her Majesty's Mail, will be despatched from this Port for LONDON via BOMBAY & SUZ CANAL, on WEDNESDAY, the 12th February, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 1st February, 1890. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 15th February at 1 P.M.

Connection will be made at Yokohama with Steamer from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco 225.00

To San Francisco and return 393.75

To Liverpool 325.00

To London 320.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 18th January, 1890. [12]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco 225.00

To San Francisco and return 393.75

To Liverpool 325.00

To London 320.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 30th January 1890. [1]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Japan	Calcutta	February 10th	D. Sassoon, Sons & Co.
Tatar	Liverpool	February 11th	Adamson, Bell & Co.
Palinurus	Liverpool	February 11th	Butterfield & Swire.
Bombay	Liverpool	February 12th	P. & O. S. N. Co.
Galley of Lorne	London	February 12th	Russell & Co.
Posidon	Trieste	February 13th	D. Sassoon, Sons & Co.
Meibourne	Marseilles	February 14th	Messageries Maritimes.
Thibet	Bombay	February 19th	P. & O. S. N. Co.
Paithia	Vancouver	February 21st	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peninsular	P. & O. S. N. Co.	Feb. 12th, at noon.
London, via Suez Canal	Glengyle	Jardine, Matheson & Co.	About Feb. 22th.
London, via Suez Canal	Nestor	Butterfield & Swire.	February 17th.
London (direct)	Oanfa	Arnhold, Karberg & Co.	About Feb. 15th.
Marseilles, via Saigon, &c.	Shanghai	P. & O. S. N. Co.	About Feb. 13th.
Bremen, via Ports of Call.	Caledonia	Messageries Maritimes.	Feb. 10th, at noon.
Venice, via Straits, &c.	Braunschweig	Melchers & Co.	Feb. 16th, at 10 a.m.
Genoa, via Bombay, &c.	Posidon	D. Sassoon, Sons & Co.	February 16th.
New York	Bisagno	Carlowitz & Co.	Feb. 10th, at noon.
San Francisco, via Yama	Merionethshire	Adamson, Bell & Co.	About March 4th.
Vancouver, B.C., via L. &c.	Belgia	O. & O. S. S. Co.	Feb. 13th, at 1 p.m.
Port Darwin, &c.	City of Peking	Pacific Mail S. S. Co.	Feb. 26th, at noon.
Straits and Bombay	Parthia	Adamson, Bell & Co.	Mar. 6th, at noon.
Sandakan and Kudat	Changsha	Butterfield & Swire.	February 15th.
Yokohama, via Nagasaki	Memnon	P. & O. S. N. Co.	Feb. 11th, daylight.
Yanghai, Kobe, &c.	Verona	Butterfield & Swire.	Feb. 24th, at noon.
Shanghai, via Amoy	Tatar	P. & O. S. N. Co.	Feb. 12th, daylight.
Manila, via Amoy	Diamond	Adamson, Bell & Co.	About Feb. 21th.
Hoihow and Bangkok	Chow Fa	Russell & Co.	February 13th.
Haiphong, Tourane, &c.	Arethuse	Yuen Fat Hong	Feb. 10th, at 4 a.m.
Swatow and Bangkok	Clara	Messageries Maritimes.	Feb. 10th, at 8 a.m.
Swatow, Amoy, &c.	Phra Chom Kiao	A. R. Marty	Feb. 11th, daylight.
	Hailong	Yuen Fat Hong	Feb. 13th, at 8 a.m.
		Douglas Lapraik & Co.	To-morrow, daylight.

Advertisements.

Notice to Consumers

THE PRODUCTS OF

ORIZA-PERFUMERY L. LEGRAND